THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPADYESSO NAIK): (a) Yes, Sir.

(b) and (c) M/s. Air Sahara had informed the Directorate General of Civil Aviation (DGCA) about the incident of its Boeing 737 aircraft at Bangalore on 10th of August, 2002. Whenever such incidents are reported, they are investigated and appropriate corrective measures initiated based on investigation and findings. Normally, whenever *prima-facie* evidence reveals any serious error on the part of pilots, even when the incident is under investigation, the pilots are put off roster from flying till finalisation of investigation.

**Radars at IGI Airport, Delhi**

1949. SHRI R.R GOENKA: Will the Minister of CIVIL AVIATION be
pleased to state:

(a) whether it is a fact that recently three out of seven radar display screens, which monitor the movement and safety of aircrafts over an air space of 300-350 nautical miles have gone out of order at the Air Traffic Control Section of the Indira Gandhi International Airport and the necessary spare equipment have not been procured so far;

(b) whether it is also a fact that a poor substitute, the portable television sets which can monitor only up to about 25-30 nautical miles are being used; and

(c) if so, the steps taken to replace the radar screens and also to meet emergencies?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPADYESSO NAIK): (a) to (c) No, Sir. All operational positions in AirTraffic Control have serviceable radar display for control of air traffic over Indira Gandhi International Airport, New Delhi.

**Share of Al in passenger traffic**

1950. SHRI PREM CHAND GUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government are concerned at the fall in the share of Air India passenger traffic as several carriers have captured its large share due to lack of competitiveness;